

Roads Decline To Yield Till Court Acts

Won't Negotiate Adamson
Law to Stave Off Strike
Saturday

Plan to Arbitrate
If Statute Is Upset

Railways Will Pay Back
Wages if Men Win
Last Appeal

When the railroad managers meet to-day, preliminary to meeting the representatives of the Big Four brotherhoods to-morrow, they will decide to refuse to enter into any negotiations respecting hours or wages pending action by the Supreme Court on the Adamson act. This action was foreshadowed yesterday by those members of the national conference committee arriving in New York and by messages received from others on their way.

The best that the Big Four chiefs can expect—is on the authority of a prominent railroad man—is a reiteration of the promise of the railroads to make the Adamson law immediately effective and pay all wages accrued under it since January 1, as soon as the Supreme Court decides it is constitutional. If it is held to be unconstitutional, the railroad men say, they will be ready to renew their offer to arbitrate everything in dispute, with the additional proviso that the public be represented in and be a party to the proceedings.

Strike Is Problematical

It is not expected that this proposition will be entirely agreeable to the Big Four chiefs, but whether they will let their orders for a general strike, beginning Saturday night, stand no one in New York could say yesterday. The railroad operators hoped there would be no strike, but declared they could see no way of preventing one if the chiefs persist in carrying through their programme.

The best information available is that the leaders of the men are not keen for a strike at this time, but are being forced to allow one in order to save themselves with the stockholders. There is no doubt that the rank and file are bitterly disappointed over the failure of their organizations to get what they thought they had obtained when the Adamson law was enacted. This bitterness is increased by a growing belief that the Supreme Court will rule against the men when it does rule on the constitutionality of the act. They have been so impatient with the delay of the court that a month ago one of the chief leaders of the railroad men, who has asked President Wilson if there was no way he could hurry the court "Of course," said this leader, "we have gone through these things understand the delay, but it is impossible to make the men understand it. Is there nothing you can do to hurry the court up?"

"I do not think," the President is reported to have replied, "that it would be all proper for me to try and do anything like that. The men will have to wait."

It was then thought that a decision would be given not later than March 1, and when none came on that date the pressure from below increased, the more so because the men had been given to understand that the court would surely act by that time. Thereafter the dissatisfaction became so great the leaders felt compelled to act.

Doubt of Strike's Success

The opposition of the leaders to a strike is due, according to the best information available, to a belief that, barring government intervention, they stand a good chance of being beaten. Private canvasses of the various railroads of the country show that a considerable proportion of the enrolled union men will refuse to obey any strike order, and the leaders themselves have a large number of old employees upon whom they can call to return to work and another large force available for the operation of trains among the thousands of employed in the big shops of the country, such as the Altoona shops of the Pennsylvania.

To win, always barring government intervention, they believe they must make a strike practically impossible before it can be effective from the start, and make the tie-up so complete that the roads would have to surrender in a few days. Ability of the roads to operate a limited service would, it is thought, mean defeat and the wrecking of the brotherhoods, assuming that the railroads would get protection for their men.

Railway Strike Report

Discredited at St. Louis

St. Louis, March 13.—Representatives of the four brotherhoods on the Southwestern railways, centred in St. Louis, held a four-hour conference here to-day with national officers.

Before the meeting it was stated that the leaders of the four unions recommended for the settlement of the eight-hour controversy. The chairman discredited reports that the session here would recommend a strike at this time.

**Congress Will Resume
Transportation Inquiry**

Washington, March 13.—Hearings on the general subject of transportation will be resumed here next Monday before the joint Congressional committee to investigate railroad problems. The committee is to report next week.

Explosives Menace City

This protection the roads believe they would get, particularly as they feel public opinion will be against any strike at this time. In that case they are, therefore, prepared to "sit tight," and in the words of one official, "tell the brotherhoods to go to it."

The weakness in the brotherhood ranks, according to those who make it their business to keep informed on union matters, is the large number of employees nearing the retiring age who do not intend to keep their pensions, and the non-existence of old-timers, something that will damage the treasures of the two older organizations—the engineers and conductors. Primarily these are insurance orders before they are labor organizations, and because of the low rates they have charged, compared to the cost of insurance, they now find themselves in much the same position as the Royal Arcanum and other fraternal orders have found themselves in the past.

This condition has been aggravated by the fact that of late years many, if not a majority, of the firemen promoted to be engineers and brakemen made conductors have retained their membership in their old organizations, thus shutting off the supply of young members so vital to low cost fraternal insurance.

Switchmen Not to Go Out

Another weakness in their position lies in the certainty that the International Association of Switchmen, an independent brotherhood, which has contracts with many of the larger roads, will insist on keeping their agreements made last summer, when, after the Big Four had refused to arbitrate, they submitted their grievances to a board, which granted them an average increase of 12 per cent, but refused to grant the eight-hour day, holding it to be unworkable.

This morning it is expected that the leaders of the brotherhoods will be

Cuban Liberals Decide to Start Guerilla War

**Report of Meeting Shows
That They Plan Fire
and Pillage**

Crews Incited Riots

**Gomez Turned Over Estate
to Foreign Interests,
Officials Find**

Santiago, Cuba, March 13.—Evidence that the Liberals have virtually decided on a campaign of fire and pillage is contained in a report of a meeting held yesterday at Songo, the headquarters of Major Rigoberto Fernandez, one of the rebel leaders.

Although Fernandez's lieutenants dissented, he insisted that the time had come when his forces must be divided and guerrilla warfare begun. He urged the sending of bands bearing torches into every cane growing district, it is said, with instructions to burn, loot and bring desolation.

The encounter between the government forces and Liberals that has been anticipated at San Luis has not yet taken place.

Cuban State Secretary Is Coming on Mission

Havana, March 13.—Dr. Pablo Desco, general superintendent of the Big Four Railroad, announced late to-day that, "on account of certain threatening strike conditions," the Big Four Railroad would not accept shipments of livestock and perishable freight after Thursday at midnight, unless it could be delivered to destinations on Big Four lines before Saturday noon. Other classes of freight will be accepted after Wednesday at midnight unless the shipper signs a waiver releasing the railroad company from any damages that might be caused by delay.

P. R. R. Stockholders Approve Strike Policy

Indorse Management's Han-

dling of Controversy with

Railroad Brotherhoods

Philadelphia, March 13.—The unanimous approval by the stockholders of the Pennsylvania Railroad of the position taken by the company management in the controversy with the railroad brotherhoods was given in a resolution adopted at the annual stockholders' meeting here to-day. The resolution said:

"The stockholders believe it to be to the best interest of the employees, the public and themselves that no disruption of the transportation service from any cause should occur and that

the disruption can produce no benefits, but, on the contrary, unwarranted loss and suffering must result."

Carmen's Union Official Gets 10 to 20 Years as Dynamiter

Michael J. Herlihy, financial secretary of the Amalgamated Association of Streetcar Workers of New York, yesterday was sentenced to Sing Sing for not less than ten and not more than twenty years for exploding a dynamite bomb in the Lenox Avenue subway station at West 116th Street to October. Herlihy had planned to be married yesterday and his bride-to-be was present. The court's sentence was passed by Justice Tompkins.

George Pollack, assistant financial secretary of the union, is on trial before Justice Tompkins on the same charge.

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Aldermen Ask War Depart-

ment for Special Guard

The Board of Aldermen yesterday adopted a resolution, proposed by its special committee on home defence, requesting the War Department to institute "such supervision and control in the handling and transportation of ammunition and the material used in the manufacture of ammunition or of an explosive or inflammable nature at the various freight terminals around New York." It was to be necessary to the safeguarding of life and property.

Frederick Francis P. Bent, of Brooklyn, chairman of the committee, said that the resolution was determined upon after a conference with Fire Commissioner Robert Adamson and Alexander W. White, add to Police Commissioner White.

Bent declared that thousands of tons of high explosives are stored in places adjacent to New York City. He pointed out that the War Department should recognize this unusual situation and assign a company of picked men to be on guard night and day wherever the explosives are stored.

Mme. Bernhardt Improved

Mme. Sarah Bernhardt, who has been confined to her apartment at the Hotel Savoy with a cold, was reported "very much improved" last night by her physicians. Miss Elizabeth Ormsby said that Mme. Bernhardt would leave on Thursday to keep a matinee engagement at New Haven.

She is a star correspondent of The Tribune.

Albany, March 13.—Labor leaders declared before the Assembly Judiciary Committee this afternoon that the Meyer bill to prevent strikes and ties-ups of public service corporations was aimed solely to prevent the organization of street railway employees in New York City. They charged that it would create a "new York" condition of affairs in Albany.

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Carmen Fight Bill To Prevent Strikes

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Fitzgerald Says Meyer Measure Aims to Stop Organiza-

tion in This City

Montgomery, Ala., March 12.—The system of providing for the feeding of prisoners by granting fees to sheriffs in accordance with the number of prisoners in their charge is described as "damnable" in the report of Dr. W. H. Oates, state prison inspector. The report covers the two years ended September 30, 1916.

"It is a sad commentary on our state," says Dr. Oates, "but a fact, nevertheless, that our jails are not filled with the most depraved of offenders."

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